

**Labor Mayor-
Candidate**

THE POINT OF DANGER

1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 26

Resolved, That the wool-growing interests of the country should NOT receive the same benefit from tariff as the manufacturers of woollen goods; and re-endorse approval of the Mills bill, which operates trade in wool and constitutes protection to manufacturers. — Oregon Democracy in 1890.

Allen Weir, editor of the Port Townsend Argus, is a candidate for joint council in the Washington territorial legislature from several of the lower Sound counties. He has lately in a most courteous, yet, and his opponent to joint discussion throughout their district, and as Mr. Weir is

[illegible]

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 PORTLAND.
 At 60 cents. Round trip 15 and 25 c.
WHITE VALLEY TRAINS
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S. L. MILLS,

SOME OF YESTERDAY'S NEWS

The Present Condition of Affairs at the Roslyn Coal Mines.

Death of Capt. Cushing.—Yesterday morning, at 123 First street, where he had been residing for some time, died Capt. Cushing, a well-known citizen of this city.

WORKING THE MINES.—A gentleman just down from Roslyn, W. T., reports all quiet there and large quantities of coal being moved. At mines a day or two ago, from 50 to 60 tons, about the number employed before the strike. The men are making from \$5 to \$7 per day, there being now no Knight labor to interfere with the men making all they can. Many good men who went away at the time of the strike to avoid a turn-out are coming back. The negroes at mine No. 1 are getting out from seven to ten carloads per day and opening the mine. They are making much better wages than before the strike and are well satisfied. Only a few guards and two or three deputy sheriffs are down at the mine and it is probable that they will soon be discharged. The company expect to be getting out 1500 tons of coal per day within a month.

DEATH OF CAPT. CUSHING.—After being some five years an invalid, and after great and long suffering, Capt. Horatio Cushing, an old timer, passed away to the beyond, at his home in this city. Deceased was in the 77th year of his age. Capt. Cushing first came to California in 1849. From that state he emigrated to Oregon, arriving in Portland in 1853. Since then Capt. Cushing has resided in Portland or the immediate vicinity. He was several years in the White house resort at the end of the old macadam road. Subsequently Capt. Cushing was proprietor of the hotel house on the corner of Third and Broadway streets. He was married and has a son and daughter.

MONSIEUR LINDERLAND.—Yesterday afternoon Mr. L. Linderland, the well-known contractor of East Portland, commenced the foundation of a handsome armory door cottage in Fulton Park, to cost in the neighborhood of \$200. The building is situated on the east side of Mr. Linderland's locked investment field over very carefully and found as the result of his investigations that the Park property was not only the most desirable as a place of residence, but the cheapest as well. He paid \$1000 for two lots and before he commenced building, the other lot was offered an advance of \$200. Several others have expressed their intention of building there this season, providing they do not secure a house already made.

LOVE'S GENTLE YOKER.—Counselman C. M. Forbes was married yesterday to Miss Sallie Bradbury at her mother's residence, No. 272 Salmon street. Rev. T. E. Clapp officiating. They left yesterday for Astoria, where they will spend a month or more. The mother-in-law of the common couple will now understand why Mr. Forbes looked so innocent when he asked for a divorce. The couple will celebrate their wedding when Mr. Forbes returns for it is seldom that a counselman gets married.

E. COLEMAN'S BALL.—Invitations are out for the grand ball to be given by E. Coleman on Tuesday night next. Preparations have been made for the most brilliant social event of the season. Holders of invitations can procure tickets from any member of the company or from the treasurer, Mr. H. C. Straton, cashier of the Portland Savings bank. The society people of Portland who have attended the complimentary reception and balls given by this popular company will no doubt make a special point of attending this ball, and thus show their appreciation of the company's hospitality.

JOHN WILL BE THERE.—It was supposed that when John R. Duff was elected clerk of the circuit court by about 3000 majority last June he would have nothing else to do but attend to the duties of his office. Mr. Duff thought so too, but he was greatly surprised yesterday to receive a notice from Superior Court, of road district No. 10, ordering him to appear at Mount St. George house and be sworn in with a hammer to break rock. John does not know why it was sent to him, but he is glad to have it and will file it away.

THE REASON WHY.—The reason given by Mr. H. A. Moss, freight agent, for not shipping freight hereafter at Astoria dock until 8 P. M. on Saturdays, is that if freight is received later than 7 o'clock on Monday before it is shipped and the day is sunny to shippers, and perishes the goods are sometimes spoiled by the day. All freight received by 7 o'clock can be promptly shipped in boats or trains which will be a great convenience to the shippers and the employees, and to the shipper.

THE HOTEL DEU CORONADO.—In the show window of the Pacific Land & Investment Company, at 445 Washington street, may be seen a handsome engraving of the famous Hotel de Coronado, opposite San Diego. The structure, which is five stories in height, covers four and one-half acres of ground, and is said to be the largest hotel in the world. It is owned by the Coronado Beach Company, of which Thomas Gardner, formerly of this city, is the general and controlling general manager.

OSBORN CLOSING FOR KANAS.—The fame of Oregon goods has spread far and wide. A few days ago the Brownsville Woolen Mills store, in Portland, received an order for cloth from Thomas Osborn, in the northwestern part of Kansas. It is a probable order without home in their own country, but this does not seem to apply to Oregon goods, which by their sales more are becoming appreciated throughout the Union.

PRESIDENT OAKS COMING.—President T. F. Oaks, of the Northern Pacific and J. M. Hannaford, traffic manager of the road, left for Portland on Tuesday night. They are to go first to Tacoma and then to Seattle to-morrow night. They will probably be in Portland next week. It is not known positively where they will spend the night, but it is certain that he is not coming.

USUAL SAIL IN EXAMINER.—Work on the government improvements at the mouth of the Columbia river is being pushed as rapidly as possible. At the Cascade locks 215 men are employed. A large number are engaged in deepening that portion of the channel which is the most difficult. There is no immense excavation and all the men employed appear in the line of a handful.

A CHANCE FOR ALL.—All the express companies have announced that Portland have offered to transport, free of charge, all express intention, and all express, and all express, of the Oregon Albin club. This is highly appreciated by the members, and will no doubt be taken advantage of by parties contemplating making donations.

PARADE, RAIN OR SHINE.—The committee having charge of the republican demonstration for to-morrow evening, have decided to have a parade in the rain, not being afraid of a little rain or mud. The demonstration has been postponed once, and it is the intention to have it this time. City Attorney Adams has been added to Grand Marshal A. B. Tuttle's staff of aids.

LOW PRICES—GOOD BARAINS.—The astonishingly low prices at which the stock of clothing is being sold at No. 7 Morrison street, is being sold by Mr. George Sheppard, has attracted everybody who has been in the city. The ladies know when good bargains are at hand, and they are always ready to take advantage of such opportunities, so the stocks are going off at a rapid rate.

PAPER AND GRASS.—The lawns around town are looking fresh and green since the rains. The plans blocks, which were needed to keep the grass from growing, are being removed, and the grass is growing well. The south block has a fine stand of grass, but the Fourth of July celebration stamped the vitality out of spots on the other block.

STUCK BY A TRAIN.—A son of Mr. Nicholas Weber of Cascade, named Mat, was struck by an O. R. engine on a trestle near the mouth of the river, and thrown to the ground. He was killed. The train was carrying a load of lumber and was traveling at a fast rate. Mr. Weber's family is now in the city, and they are all very sad.

D. L. MOODY IN PORTLAND.

The Famous Evangelist Stops in the City for the First Time.

His Appearance, Present Work and Future Plans.
—Political Opinion—Evangelistic Methods—Services Last Night at Tabernacle.

Rev. Dwight L. Moody, the noted evangelist, arrived yesterday morning over the Southern Pacific, and took rooms at the Ramond. He is accompanied by Mr. Geo. P. Studt of London, England, who has recently joined him. Mr. Studt is a great orator and a powerful worker. He held the position for three successive years as captain of the Cambridge University eleven.

Added years have begun to tinge Mr. Moody's hair and beard with gray, particularly in the last half-decade. He still wears a short, full beard, and has lost none of his 200 pounds avoirdupois.

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The conversation ranged over Mr. Moody's evangelistic career, beginning at the time he was burned out in the Chicago fire of 1871. When he took up his abode in a rooming house, he was temporarily, but with such marked success that he has since left his city to continue in it. He says he has no plans to live except for public preaching.

Mr. Moody left his home in Northfield, Mass., where he is interested in the Mt. Hermon Academy, two weeks ago, spending the last Sunday in Chicago, and last Sabbath in San Francisco. Tomorrow he goes to Victoria, B. C., to fulfill a promise given the initiators of that place in 1881 upon the occasion of his last visit at that city.

He expects to return shortly and conduct a series of meetings in Portland.

A number of observations met. Not only the natural features of the country, its physical contour, its water, forests, fields, fruits and flowers, but the moral and social aspect of the country and the individual face he meets are themes for his inquiry, information and speculation.

"No, I believe the prohibition party to be ill advised and unprepared to its alleged object. I am a republican and a temperance publican. I am in sympathy with the policy of the national party. I would like to see the treasury surplus expended in improving the great water thoroughfares of Oregon. You have a magnificent country here, and the policy of a liberal development is vastly superior to one of parsimonious retrenchment."

"How did you and Mr. Sankey come to separate?"

"We are most too strong a team to work together, except in the largest cities, and even there we often have to erect buildings. We drew such a crowd of people to the city, that we were forced to separate. He held from 7000 to 10,000 people in order for us to work to better advantage together than singly. He and I worked together in Louisville last winter, and in San Francisco, and he is soon to cross the water to work with the English divine, Spurgeon."

"Questioned concerning Mr. Moody, Mr. Moody said: 'No, I cannot say that I have changed the methods of my evangelistic work since I began upon it. I rely, as you know, upon the plain direct method of the gospel, and upon the prayers of Christians to secure the influence of the Holy Spirit.'"

"In the seventeen years of your work, Mr. Moody, do you think you see any advancement in the morals of society?"

"I certainly do. But the chief improvement I notice is in the progress of Christian faith. Some years ago a sentiment of superiority stole a box of cigars, which they tried to sell to other persons. They also tried to sell a hat to the wife of a Policeman. They sold a silk dress to some one else."

"I do not know Mr. Moody, and his case and those of his church were set for to-day. James Carr, when arrested, was relieved of the handcuffs and taken to the jail. The case of the woman who was charged with the murder of her husband, was set for to-day. The case of the woman who was charged with the murder of her husband, was set for to-day."

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DOMESTIC VS. FOREIGN COAL

Status and Outlook for the Supply and Demand of That Fuel.

The Australian Strike Already Affecting Prices—Prospect of Increased Local Consumption—Chance for Oregon Mines.

The seagoing vessels which come into the harbor at Portland from Melbourne each year, touching at San Pedro, and they are many, are now bringing as ballast, not their usual cargo of Australian coal, but ballast of sand and rock, which they can be seen discharging every day at the docks.

The strike of Australian miners, which was declared August 25 last for three months and still shows no evidence of abatement, has made enough difference in the already close competition between Wall's End coal, brought as ballast from Australia, and that of the North Pacific and Puget sound shores, carried either as cargo by steam colliers, has given the latter a much more extended market. This is in face of the fact that Wall's End coal is the best "all round."

While it is true that North America's timber supply is practically inexhaustible, it is also true that the beginning of the movement is felt which eventually must substitute local fuel for wood as the great staple fuel. A more extensive degree than has already been done. In other words, coal is a planting wood, and that in Portland. There are industries whose peculiar necessities to wood supplies prevent any such change as yet. Some railroad lines have facilities well adapted for procuring wood at a minimum cost. Local passenger engines, where fuel can be frequently supplied, still cling to wood on account of its greater cleanliness.

The American people use a little coal for minor processes of their work, but are unable to use it for steam purposes at a price of about \$1.75 per ton. Coal must continue to be the fuel of the great steamships, on account of its requiring less room, which is a matter of vital importance in the crowded hulls of these vessels.

On the Northern coast can make a profitable run to China, as coal for the twenty-seven or twenty-eight day trip you can carry a cargo of 2000 tons of coal for the purpose of the coal trade. The coal trade is running from 1000 to 2000 tons of coal for the purpose of the coal trade. The coal trade is running from 1000 to 2000 tons of coal for the purpose of the coal trade.

San Francisco steamers do not always come here, but their demand is yet large enough to use immense quantities of that fuel. The local demand for heating purposes is largely on the increase, as is the case with other lines of consumption. These combined sources of coal demand will, it is estimated by local dealers, increase the annual consumption in this market, for gas, steam for transportation and manufacturing purposes, to about 1,000,000 tons of coal in the present year.

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DOMESTIC VS. FOREIGN COAL

Status and Outlook for the Supply and Demand of That Fuel.

The Australian Strike Already Affecting Prices—Prospect of Increased Local Consumption—Chance for Oregon Mines.

The seagoing vessels which come into the harbor at Portland from Melbourne each year, touching at San Pedro, and they are many, are now bringing as ballast, not their usual cargo of Australian coal, but ballast of sand and rock, which they can be seen discharging every day at the docks.

The strike of Australian miners, which was declared August 25 last for three months and still shows no evidence of abatement, has made enough difference in the already close competition between Wall's End coal, brought as ballast from Australia, and that of the North Pacific and Puget sound shores, carried either as cargo by steam colliers, has given the latter a much more extended market. This is in face of the fact that Wall's End coal is the best "all round."

While it is true that North America's timber supply is practically inexhaustible, it is also true that the beginning of the movement is felt which eventually must substitute local fuel for wood as the great staple fuel. A more extensive degree than has already been done. In other words, coal is a planting wood, and that in Portland. There are industries whose peculiar necessities to wood supplies prevent any such change as yet. Some railroad lines have facilities well adapted for procuring wood at a minimum cost. Local passenger engines, where fuel can be frequently supplied, still cling to wood on account of its greater cleanliness.

The American people use a little coal for minor processes of their work, but are unable to use it for steam purposes at a price of about \$1.75 per ton. Coal must continue to be the fuel of the great steamships, on account of its requiring less room, which is a matter of vital importance in the crowded hulls of these vessels.

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SOME OF YESTERDAY'S NEWS

The Present Condition of Affairs at the Roslyn Coal Mines.

Death of Capt. Oushing—Connellism Forbes Married—Clothing for Kansas—More Improvements—T. F. Oakes Coming.

WORKING THE MINES.—A gentleman just down from Roslyn W. T. reports all quiet there and large quantities of coal being moved. At mine 1 and 2 from thirty-five to thirty carsloads per day are being got out by 300 men about half the number employed before the strike. The men are making \$5 to \$7 per day, there being no work of labor to interfere with the men's work all they can. Many good men who went away at the strike are coming back. The negroes at mine No. 3 are getting out from seven to ten carsload per day and opening up new veins. They are making much better wages than they used to. Coal and ore are well satisfied. Only a few cars of coal and ore are being shipped. The men are now at the mine and the coal is being shipped to the coast. The coal is being shipped to the coast. The coal is being shipped to the coast.

DEATH OF CAPT. OUSHING.—After lying nearly a year in an invalid and after great and long suffering, Capt. Horatio Oushing died at his home in Seattle, Wash., at the age of 71 years. He was born in 1817 and came to California in 1847. He was a member of the Oregonian and was a member of the Oregonian. He was a member of the Oregonian and was a member of the Oregonian.

MASS INVESTIGATION.—Yesterday afternoon Mr. J. L. Underland, the well-known actor and manager of the Portland and Oregonian, was called to the attention of the foundation of a handsome ground floor for the Oregonian. The ground floor was for the Oregonian. The ground floor was for the Oregonian.

LOVES GENTLY YORK.—(Continued from page 1.) Mr. Forbes was married yesterday to Miss Nellie Bradbury at his father's residence. No. 212 Salmon street. Rev. F. J. O'Connell officiating. They left yesterday for California where they will spend a month or two. The members of the common council will now understand why Mr. Forbes looked so innocent when he said that he was not going to the last meeting. Mr. Forbes and his bride have both friends here who will wish them every happiness in their new relation. The council will be glad to see them.

K. GORMAN'S BALL.—Invitations are out for the grand ball to be given by K. Gorman on Tuesday night next. The ball will be given for the benefit of the K. Gorman. The ball will be given for the benefit of the K. Gorman.

JAMES WILLIS AS TATLER.—O. W. Willis was supposed that when John Willis was elected clerk of the circuit court, it would be a good idea to have him as a Tatler. He was elected clerk of the circuit court. He was elected clerk of the circuit court.

THE BRASSY WAY.—The reason given by Mr. H. A. Moss for his recent flight from the city is that he was not satisfied with the way he was being treated. He was not satisfied with the way he was being treated. He was not satisfied with the way he was being treated.

THE HOTEL DE CORONADO.—In the show window of the Pacific Hotel at Five and a half street, at 40 Washington street, may be seen a new and one of the most beautiful of the world. It is owned by the Coronado Hotel. It is owned by the Coronado Hotel.

OREGON CLOTHING FOR KANSAS.—The cause of Oregon goods has spread far and wide. A few days ago the Brownsville Woolen Mills store in Portland received an order for clothing for the Oregonian. The order was for clothing for the Oregonian.

PRESIDENT JAMES COVIL.—President J. F. Oakes of the Northern Pacific and J. M. Hannaford, traffic manager of the road left St. Paul for Portland Tuesday night. They will go first to Tacoma where they are due tomorrow night. They will go first to Tacoma where they are due tomorrow night.

UNCLE SAM IS IN BARNY.—Work on the government improvements at the mouth of the Columbia and at the Cascades is being pushed at triply as possible. At the Cascades locks 25 boats are being built. At the mouth of the Columbia, the work is being pushed at triply as possible.

A LIZARD ON OREGON.—All the express companies running into Portland have offered to transport free of charge all articles intended for the museum at the fair. The fair is being held at the museum. The fair is being held at the museum.

CHARGE ON A SHERIFF.—The committee have charge of the public can demonstration in order to have a parade run or shine not being afraid of the rain or not. The demonstration is being held at the museum. The demonstration is being held at the museum.

LOW PRICES.—The station authority here at which the sale of hardware, crockery, and other goods is being sold by Mr. George W. Smith. The goods are being sold by Mr. George W. Smith.

PAID AND GREEN.—The laws of the town are looking rough and green since the rains. The rains have been very heavy. The rains have been very heavy.

STRUCK BY A TRAIN.—A son of Mr. Nichols, a member of the Cascades named M. was struck by a train on the Oregonian. The train was on the Oregonian.

D. L. MOODY IN PORTLAND.

The Famous Evangelist Stops in the City for the First Time.

His Appearance—Present Work and Future Plans—Political Opinion—Evangelistic Methods—Services Last Night at Tabernacle.

Rev. Dwight L. Moody, the noted evangelist, arrived yesterday morning on the Southern Pacific and took rooms at the Portland Hotel. He is accompanied by Mr. Geo. H. Bond, of London, England, who is a member of the Portland Hotel. He is a member of the Portland Hotel.

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THE A. J. POMMERY & CO. LTD.
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